Innovative Concepts to Enhance Accessibility

niches

GUIDELINES FOR IMPLEMENTERS OF

Neighbourhood Accessibility Planning

What is it about?

Characteristics

The concept of Neighbourhood Accessibility Planning (NAP) aims at improving local conditions for walking and cycling as well as facilitating safe access to local facilities (e.g. schools, shops) and public transport services. New mobility forms such as inline-skating and local demands towards the public transport network can also be considered. NAP follows a participatory process with the local community to identify main issues to be addressed.

A priority list of actions is drafted to enhance the accessibility on a neighbourhood scale (e.g. engineering, education, marketing, encouragement, enforcement, environmental and policy initiatives).

The special needs of more vulnerable groups such as the disabled, older people and children are particularly taken into account.

Despite its high relevance and potential to not only improve daily mobility but also social interaction in a neighbourhood, the concept is still the exception in Europe.

Users and target groups

Neighbourhood Accessibility Planning:

- improves conditions for walking and cycling and can contribute to better designed local bus services;

- creates more lively neighbourhoods and fosters better use of public space and social inclusion;

- enables better understanding of citizens' needs and better legitimation of measures through a participatory process;

- provides recommendations for conflicting objectives and feedback on appropriate priorities;

- allows better co-ordination within local administration and with external partners;

- reduces car use on short distances.

Citizens in Munich discussing the accessibility of their neighbourhood
Photo: Kerstin Langer, KOMMA.PLAN

Good practice: Munich, Germany

A neighbourhood mobility concept ("Stadtviertelkonzept Nahmobilität") was piloted in a selected Munich city centre area in 2001. Transport professionals from various organisations (different city departments, transport operator, consultancies) as well as organised stakeholder groups and citizens from the area "Ludwigsvorstadt-Isarvorstadt" worked together in order to identify problems, assess them and develop concrete proposals for measures to improve the situation.

The aim was to find effective, simple and reasonable measures to improve conditions for walking, cycling and other forms of non-motorised transport as well as for the locally relevant bus network. A key element of the approach was extensive citizen participation, which not only involved local interest groups but also "ordinary" citizens.

The target group of the approach were all citizens of the neighbourhood, while children and older people benefited particularly from the proposed measures.

The focus was on small measures, and on an organisational rather than a technical level (e.g. dislocation of bus shelters, new benches, pedestrian crossings or improved lighting).

The City of Munich continues to apply similar approaches in other neighbourhoods.

Is this something for us?

In general the concept is highly transferable, while there is a wide variety of possible participatory tools and measures, which need to be tailored to the local situation.

Key conditions for implementation are:

- strong political back-up and a pre-defined budget for the participation process and measures;
- the will to involve citizens and to co-operate with many stakeholders;
- internal expertise to manage the process, or budget to sub-contract external moderators and planners.

Check list

City size	No restrictions, can be applied to different land use patterns. The planning area should be of manageable size.
Costs	Two principal cost factors: 1) Staff time and effort for participatory process; advisable to seek external support for moderation and planning; comparatively moderate costs; 2) Budget made available for measure implementation; ideally defined before the process; low-cost (e.g. regulation) to high-cost measures possible (e.g. infrastructure works). Implementers should check opportunities to achieve budgetary synergy effects with existing funding programmes (e.g. in urban renewal).
Implementation time	Several months of preparation and several months for participation. Measure implementation in short to long term.
Stakeholders involved	• Local authority (different departments); • Citizens in general; • Local institutions as schools, and kindergartens; • Local interest groups (e.g. older people associations); • Local businesses; • Public transport operators; • External moderators and planners (optional).
Undesirable secondary effects	Long term: if not tackled, possibly increasing gentrification (displacement of poorer people in inner city neighbourhoods that become more attractive and expensive to live in).

"Neighbourhood accessibility planning is crucial for the liveability of inner city quarters. The participation of the citizens helps the planner to identify the people's needs and to find the right solutions."

Paul Bickelbacher, Councillor and planner, City of Munich, Germany

"Implementing neighbourhood accessibility planning has two goals for us: by listening to people, we want to make public spaces around tramway stations more suitable for everyone, and we want inhabitants to make this project their own."

David Maubert, Head Manager, Syndicat Mixte Transports Artois-Gohelle, France
(NICHES+ Champion Region)

"One of the most important issues is to interact with the stakeholders. For the people living in the planning area we must be the architects but also their psychologists, their friends and their supporters for the sensitive topic of accessibility."

Berta Carpintero, Architect, Director of the Historic Centre Rehabilitation Office, Burgos City Council
(NICHES+ Champion City)

Vulnerable members of society benefit from neighbourhood accessibility planning
Photo (Munich): Paul Bickelbacher

Benefits & Costs

Benefits

NAP has the potential to positively influence **not only urban transport issues but also urban space and interaction in general**. In general, it contributes to a better quality of life. Unattractive public space, safety issues of non-motorised road users and a bad image of an area can be starting points for initiatives. Key benefits of a successful NAP process are:

- **safer, more comfortable and more appealing conditions for urban walking, cycling and local public transport.** Vulnerable citizens, such as older people or children, often benefit most;

- fostering **lively neighbourhoods and better use of public space.** Examples of more activities in public space (e.g. playing children, cafés) can also help to convince decision makers of the value of NAP;

- potential for **enhanced social interaction as well as social inclusion** through reduced barriers, especially for pedestrians;

- **better citizen involvement.** Even if many problems are already known to transport and city planners, the public participation process can generate key messages to decision makers that help to **legitimate the costs of measures**. The process also helps to obtain feedback on potentially "unpopular" measures from the citizens;

- **better co-ordination within public administration** and better integration of planning activities;

- positive press coverage and **image gain** for local authority.

- **health benefits** through more walking and cycling.

Costs

Two different cost categories can be distinguished:

1 Costs of status analysis and public participation process In many cases it is advisable to sub-contract external support for:

- an analysis of the current status in the neighbourhood and for a first draft of measures to improve the accessibility;

- to prepare and carry out the moderation and documentation of the participatory process.

For the first project in Munich, this meant one planner full-time for one year and one communication manager half-time for one year. As this was quite a comprehensive approach in a pilot project, it seems realistic to reduce this time for a less ambitious participatory and planning approach. Additional to staff costs, the costs for meetings, workshops, district excursions and the production of flyers and other public relations material need to be taken into account.

2 Costs of implementing measures that result from the prioritisation of measures
These costs depend very much on the measures chosen. They can extend from low costs measures (e.g. regulation, soft measures) to expensive infrastructure works. Ideally, the available budget for the measures should be defined in advance to give a clear framework for running the planning process. Preferably, a lump sum for small measures is defined, so that a quick and unbureaucratic response is possible. This helps to carry out a range of measures on the short term as a direct and visible result of the participatory process.

Further good practice

Swiss experience

A comprehensive approach to enhance non-motorised transport has been introduced on national, regional (cantons) and local levels. It is embedded in an official national strategy which provides favourable conditions for enhancing walking and cycling infrastructure.

An interesting approach on the local level, is the establishment of so-called Begegnungszonen ("meeting zones") in many Swiss cities (e.g. Burgdorf, Bern, Sion and Geneva). In Switzerland, this type of streets has been formalised and is part of legislation, filling the gap between pedestrian zones and traffic calming (30 km/h speed limit). In a "Begegnungszone", the maximum speed is 20 km/h and pedestrians have priority over other modes (except the tram). There are no (or few) traffic signs, aiming at communication between road users rather than regulation. The Swiss model is mostly applied in quiet residential streets with low traffic levels, but there are also many cases where it is applied on central main roads. For an overview list in French and German, see:
www.begegnungszonen.ch/home/zone_liste.aspx

In Bern, the establishment of a "meeting zone" is based on the initiative of the citizens. The local administration defined pre-conditions that need to be fulfilled (e.g. low traffic volumes, lengths of streets). Citizens then need to come together to elaborate a project idea which should be cost efficient and can be realised quickly. The local administration supports the citizens where required.

London: making walking count

A range of targeted programmes to increase levels of walking has been introduced by Transport for London (TfL) in co-operation with the London boroughs and other local stakeholders. This provides a rich experience of methods and measures in the context of Neighbourhood Accessibility Planning.

Some of the key elements are:

- the development of **Key Walking Routes**, envisaging route makeovers along defined corridors which link key local destinations such as stations, schools and shops through high quality walking facilities. Furthermore, **seven Strategic Walking Network Routes** have been completed;

- **street audits** to identify pedestrian needs and guidance;

- **management of car access** to residential areas to create pleasant and safer walking environments;

- the **"Legible London" project** provides signage and way-finding systems for pedestrians;

- **information and marketing** campaigns to promote the benefits of walking.

The conditions for walking have been considerably improved during recent years.

Before
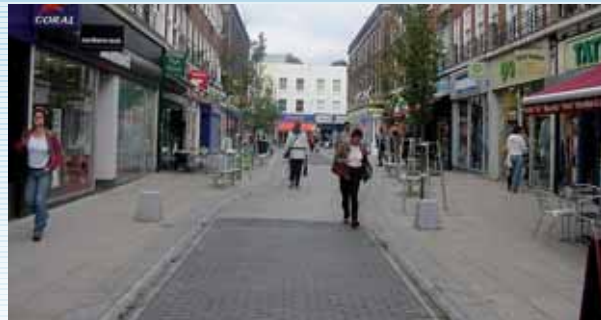
After

London, Castle Street, Kingston: *Works removed the barriers to walking along this key link between the town centre and railway station, creating a pedestrian boulevard with a joint foot and cycle surface, seating and planting. Outcome monitoring highlights a 12% increase in pedestrian usage post scheme completion. Source: Transport for London*

Users & Stakeholders

Target groups

Not only transport users are affected, but a **whole range of different groups that live in the neighbourhood, visit it, provide services or do business** in the area. This includes individual citizens such as:

- older people;
- children and families;
- women;
- pedestrians;
- cyclists;
- users of public transport;
- young people (e.g. with skate boards, inline-skaters);
- people with disabilities.

Also some **organisations and stakeholder groups** may be affected:

- neighbourhood associations;
- distribution companies;
- schools;
- shops, hotels, restaurants, pubs;
- interest groups of citizens (e.g. older people, people with disabilities).

These stakeholders have certain **needs related to mobility and urban planning**:

- quality of public space and liveability of neighbourhood;
- road safety, independent and healthy mobility;
- citizen participation;
- strong local economy.

Key stakeholders for implementation

The composition of the core project team will always depend on the specific set-up of the neighbourhood accessibility planning process and the scope of the planned activities. Usually the **local authority has a leading role in initiating the process**.

Typical stakeholders in a **project team** to carry out a NAP can be:

- the local authority with different departments, e.g. city planners, social services, designers, technical departments;
- external "neutral" moderators and planners that run the NAP process (sub-contracted);
- public transport authorities or operators.

Important **cooperation partners for implementation** can be:

- local interest groups;
- local businesses;
- developers;
- police (regulation);
- media;
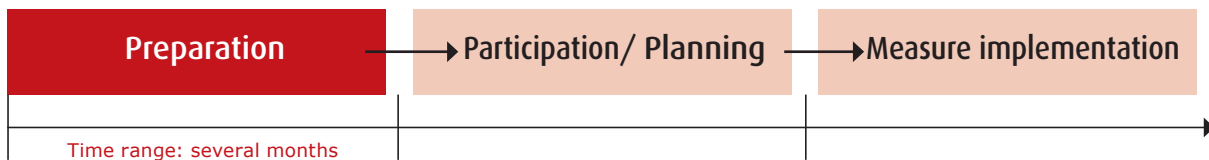- higher level authorities with relevant responsibilities.

Swiss concept of "Begegnungszonen"
Photo (Romanshorn): Fussverkehr Schweiz

From concept to reality
Preparation

Preparation	Participation/ Planning	Measure implementation

Time range: several months

Running a successful NAP process requires careful preparation. The complexity of the process can to a large degree be determined in this initial phase.

Key aspects at this stage

Politically confirmed strategy and local champion
Ideally, the process is supported on city level by a strategy to enhance conditions for walking, cycling and public transport. This legitimates NAP activities and helps to activate funding. An example is the Zurich strategy "Stadträume - city spaces" with sub-strategies for walking and cycling. The support of one or more "local champions", e.g. councillors, is crucial. This is particularly the case if no strategy is in place yet.

Definition of aims and area
NAP can focus on an extensive area and address the overall accessibility in the neighbourhood in an open approach (e.g. Munich), or can be more focused on specific areas or specific questions (e.g. accessibility to new tram line in selected neighbourhoods of Artois-Gohelle, which applies the concept as NICHES+ Champion Region).

It is advisable to choose a coherent neighbourhood with a certain identity. The number of inhabitants and social structure will play a role in determining the participatory process. If it is the first NAP process, it is recommendable to choose an "easy" neighbourhood that does not pose too complex challenges. This enables gathering experience and presenting a successful case when expanding the concept to other neighbourhoods at a later stage.

Linking up to other existing programmes
The initiating organisation should check whether it is possible to link up to other transport or urban development programmes that could support the NAP process. This can for example be urban renewal or social programmes or the construction of a new tram line ("windows of opportunity"). Often, there are common aims and synergies. In the best case this will also provide additional funding opportunities.

External support for planning and moderation
Local administrations often lack time and sometimes expertise to run a NAP process. It may be advisable to sub-contract an external planner and a communication professional for the status analysis, moderation and final proposal of measures. These need to co-operate closely with the responsible staff in the organisation that is leading the NAP process.

Fix budget for process and measures in advance
A clear budget decision in advance facilitates the process and sets a clear framework for all activities. If there is only little money available, it is better to focus on small and lean measures that are less costly. If sufficient budget is available, the process may include some effective and important measures with higher costs (e.g. infrastructure works).

Project team and co-operation partners
It is important to clearly determine a person that is responsible for co-ordinating the process as well as the internal and external co-operation. In the preparation phase it is also important to make already contact to important multipliers, e.g. neighbourhood associations.

Prepare participatory process

Citizen involvement is key to receive an input for prioritising measures and to legitimate activities that enhance the accessibility on the neighbourhood level.

The overall participatory process needs to be clearly defined and be assigned a clear timeline.

The tools applied depend on aims, area and social structure (see "further information" section for selected sources on public participation that can help you to find a tailored and efficient approach for your specific situation).

The participatory approach can be very comprehensive (e.g. Munich approach) or apply only selected elements or simpler approaches. There is no patent remedy available, as each situation needs to define a specific methodology.

A tailored involvement of relevant target groups is needed (all age groups and special attention to vulnerable groups such as older people or children). One should be aware of possible communication barriers depending on the social structure of the neighbourhood (e.g. use of language, cultural backgrounds).

Check list

Ready for implementation?	✓
Political back-up through confirmed local strategy or local champion achieved	
Aims of process and NAP area defined	
Evaluation of related programmes and possible linking up with them	
Determination of responsible co-ordinator	
Budget for participatory process and measures fixed (if possible)	
If needed, sub-contracting of external professionals to run the process (or qualified internal staff with sufficient time assigned)	
Decision on overall participatory process and timelines taken	
First contacts to important co-operation partners made	

Zurich, Switzerland, high quality urban space
Photo: Urs Walter, Zurich

Strategic back-up in Zurich, Switzerland

The City of Zurich in Switzerland can serve as an example of how to map an integrated strategy, taking into account all modes in an appropriate manner and addressing as well the links between them.

The overall strategy ("Mobilitätsstrategie" 2004) includes sub-strategies on walking, cycling and public transport. There is also a sub-strategy for disabled people, older people and children. This politically confirmed strategy is an important back-up for stakeholders that work on enhancing neighbourhood accessibility planning.

The mobility strategy itself is consistent with other policies such as the "Public Spaces Strategy". Apart from being a well elaborated policy, it is remarkable that pedestrian mobility is not only seen in the light of traffic issues and accessibility, but clearly links to the quality of urban space.

The City of Zurich regularly monitors cycling and pedestrian streams and the number of people that use public spaces through counts. Citizens are involved via surveys, meetings or district excursions in finding the right solutions. Also local interest groups for walking and cycling are closely involved.

From concept to reality

Implementation of participatory process / planning of measures

Preparation	Participation/ Planning	→Measure implementation
Time range: several months	Time range: several months	

This phase includes the status analysis, a preliminary draft concept for the improvement strategy and running the participatory process with the key output of a prioritisation of concrete measures for implementation.

Key aspects at this stage

Status analysis in neighbourhood

For a comprehensive NAP process a planner should run a status analysis regarding the accessibility challenges. The results should be presented in suitable form, e.g. plans to characterise aspects of walking, cycling and public transport with relevance for the neighbourhood. It is also important to visualise this with photos. It is advisable to condense the most important issues in a focus analysis for every mode of transport. This is an important basis for the whole process. It is also possible to concentrate on specific issues such as an inventory of accessible pedestrian routes to public transport stops.

Planners can use certain tools for the analysis of the pedestrian accessibility of an area (e.g. Pedestrian Environment Review System, PERS, as applied by Transport for London).

Tools for the participation process

As mentioned, the participatory process needs to be tailored to the specific situation. This can be quite comprehensive, as in Munich, or more limited using simple tools as questionnaires.

It also needs to be highlighted that a public participation process includes certain risks if not carried out properly. Controversial topics need to be handled with care by an experienced moderator. At the same time, participation should be taken seriously. It should not be applied in a "light format" only to justify decisions that would have been taken anyway.

It should also be clear that some topics such as human rights issues (e.g. the rights of disabled people) are not negotiable.

Valuable elements that could be applied in a participatory process are for example:

- kick-off meeting: presentation of NAP project, explanation of aims and process;

- flyer to ask for input from citizens, including a map of the neighbourhood and space for comments. Distributed by mail or at places where most people go (e.g. bakery);

- public consultation input via internet, fax or phone;

- citizen juries: possible members are citizens by random choice and/or members of local organisations, interest groups etc.;

- district excursions with citizens or Community Street Audits (CSAs, UK example);

- surveys among citizens to ask about their perception of problems and ideas for solutions;

- in-depth interviews with selected citizens;

- workshops with specific target groups, e.g. older people.

As shown in the Bern example to establish "Begegnungszonen" (meeting zones), a local authority may also encourage citizens to take the initiative themselves while supporting them in the different steps.

Example of comprehensive process in Munich (figure: Kerstin Langer, KOMMA.PLAN)
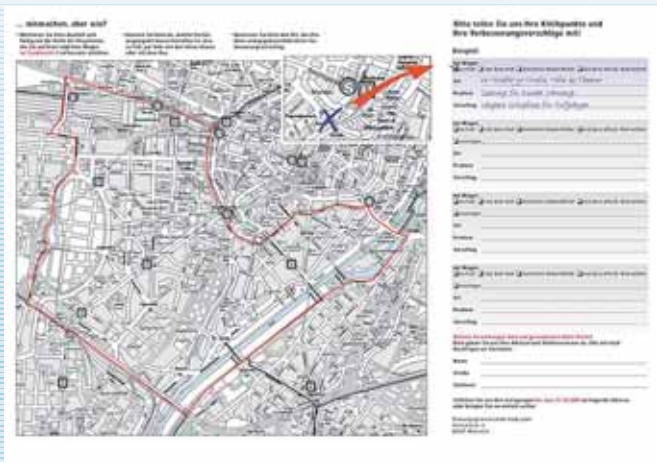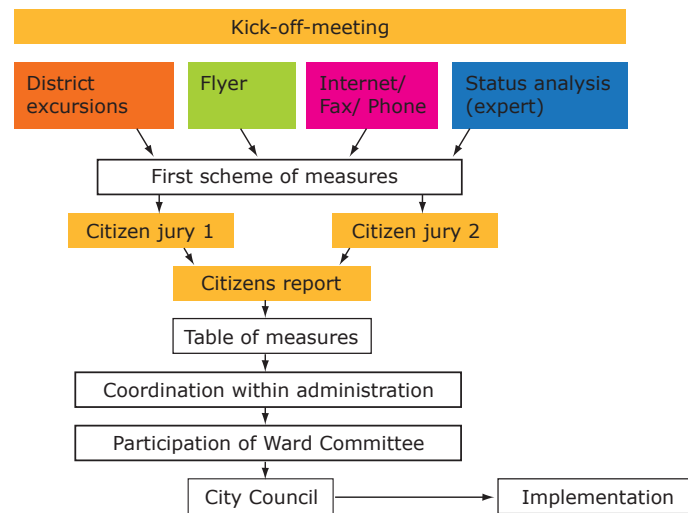
Example of flyer with district map to collect input from citizens

District excursion with citizens
Photo: Kerstin Langer, Simone Schipper, KOMMA.PLAN

Work in citizen juries
Photo: Kerstin Langer, Simone Schipper, KOMMA.PLAN

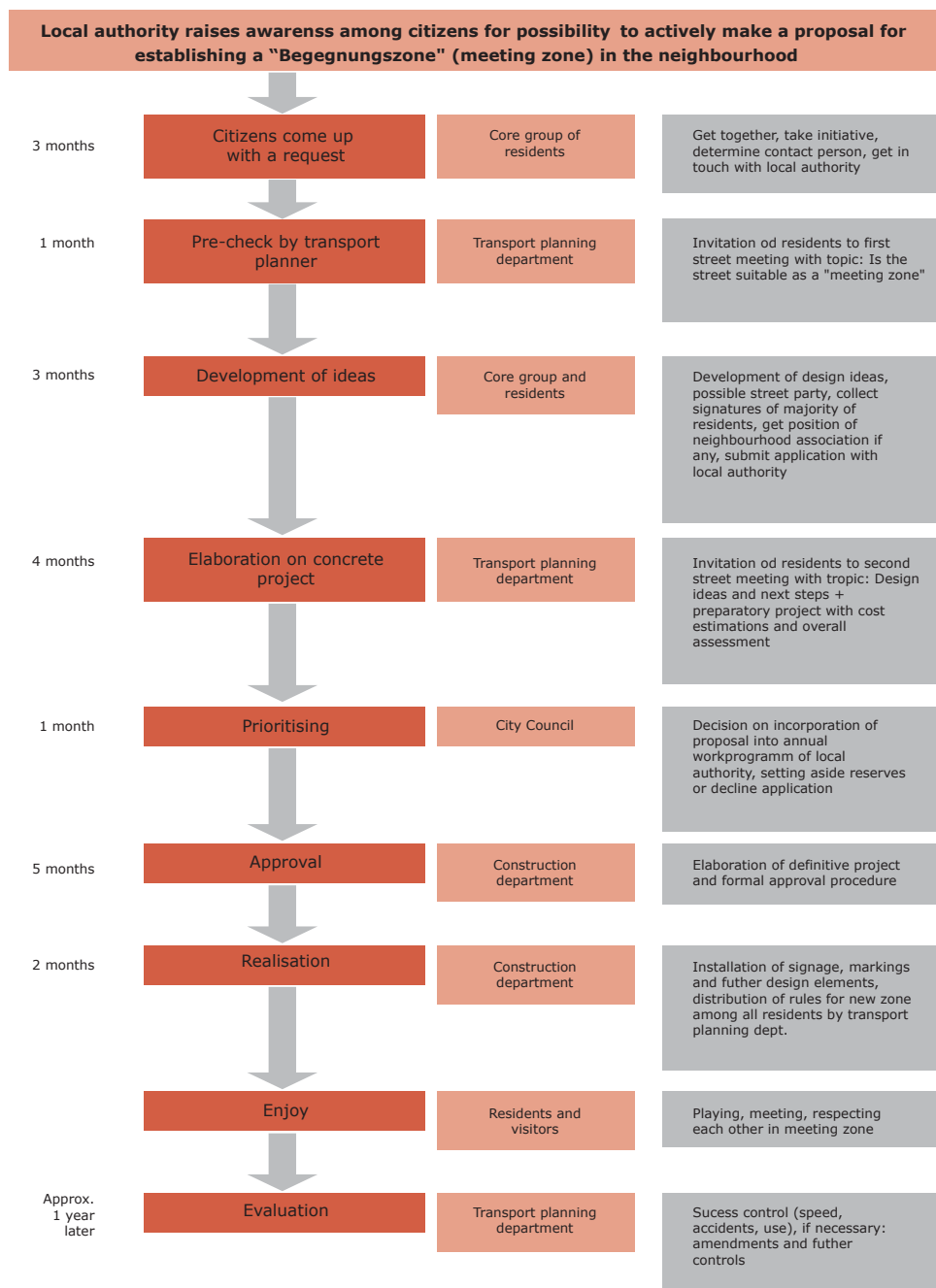# Process of establishing "Begegnungszonen" (meeting zones) in Bern, Switzerland

	Local authority raises awarenss among citizens for possibility to actively make a proposal for establishing a "Begegnungszone" (meeting zone) in the neighbourhood		
3 months	Citizens come up with a request	Core group of residents	Get together, take initiative, determine contact person, get in touch with local authority
1 month	Pre-check by transport planner	Transport planning department	Invitation od residents to first street meeting with topic: Is the street suitable as a "meeting zone"
3 months	Development of ideas	Core group and residents	Development of design ideas, possible street party, collect signatures of majority of residents, get position of neighbourhood association if any, submit application with local authority
4 months	Elaboration on concrete project	Transport planning department	Invitation od residents to second street meeting with tropic: Design ideas and next steps + preparatory project with cost estimations and overall assessment
1 month	Prioritising	City Council	Decision on incorporation of proposal into annual workprogramm of local authority, setting aside reserves or decline application
5 months	Approval	Construction department	Elaboration of definitive project and formal approval procedure
2 months	Realisation	Construction department	Installation of signage, markings and futher design elements, distribution of rules for new zone among all residents by transport planning dept.
	Enjoy	Residents and visitors	Playing, meeting, respecting each other in meeting zone
Approx. 1 year later	Evaluation	Transport planning department	Sucess control (speed, accidents, use), if necessary: amendments and futher controls

Figure based on: City of Bern, flyer „Begegnungszonen in Wohnquartieren"

(see www.bern.ch/begegnungszonen, German language)

Hints for a successful participation process

It can be helpful to filter the first input from the participatory process and to condense some key issues for discussion in meetings (e.g. citizen juries). Selected options of measures to address the challenges, which are defined by the project team, can be put for further discussion with the citizens. Controversial issues should be treated in a constructive way and handled by a very experienced moderator (including discussion and assessment of alternative options).

It can be good to bundle measures for the discussion as time often prohibits extensive discussion of single topics. This should address the integrated approach in NAP, which balances different transport modes and stakeholder needs. It is important to also consider potential conflicts due to scarce space, e.g. between cyclists and pedestrians, and to balance the needs of different groups well.

There should be adequate visualisation (maps, photos, artistic illustrations before/ after measures).

Coordination within project team and with external stakeholders

It is important to fix internal questions before going public. It is a challenge to efficiently work together with all concerned departments, e.g. in a city administration, and to raise interest among all participants. It is also crucial to involve external stakeholders that are needed for later measure implementation.

Involvement of media

The contact to local media (e.g. newspapers and local radio or TV) is crucial to raise awareness among citizens and decision makers for the process, and to activate support for measure implementation.

Definition of priority measures

The results of the participatory process and the expertise of the planners should lead to a priority list of measures that can be realistically implemented with available resources, and has been pre-checked by the responsible departments. Ideally this is linked to setting concrete outcome targets.

Recommendations for performing district excursions (Munich experience)

- The residents of the neighbourhood are the principle target group. District excursions may be organised for different target groups (e.g. older people, children and parents) and modes (e.g. walking, cycling, bus tours).

- Work together with organisations and institutions located in the district (e.g. social networks, kindergartens, interest groups and other multipliers etc.).

- Prepare a route, but stay flexible in changing it during the excursion if necessary. Prepare a map for every participant indicating all stops.

- Be clear on the objective of the walk, cycle tour or bus excursion (only analyse the situation, no guarantee of future implementation).

- Activate children by co-operating with kindergartens, establishing contact with teachers and educators, and informing parents.

- Publish articles in newspapers announcing the walks, including a short introduction with pictures of the person who guides.

- Do not exceed two hours duration. A maximum number of participants of 15-20 is recommended. Otherwise communication will be too difficult.

- Have a nice closure of the walk. Allow for a "sit together" at the end of the walk in a café to discuss all topics and ensure a nice closure of the tour.

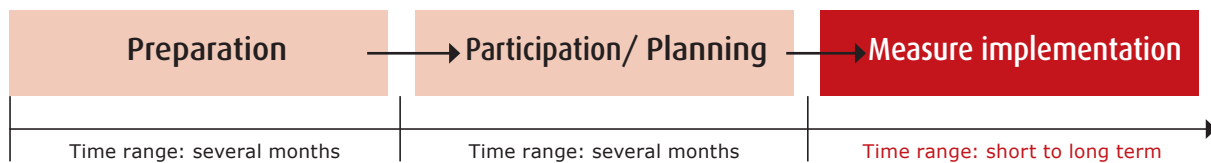- Prepare documentation of the tour (with pictures).

District excursion with children in Munich
Photo: Kerstin Langer, KOMMA.PLAN

From concept to reality

Measure implementation and long term perspective

Preparation	→ Participation/ Planning	→ Measure implementation
Time range: several months	Time range: several months	Time range: short to long term

Once the final recommendations from the participation and planning process are available, the work on actually implementing visible measures starts.

Key aspects at this stage

Determining what can be implemented
It is necessary to evaluate the costs of recommendations and to clarify the financing strategy. The availability of appropriate human resources (internal/ external) should be clarified. Legal aspects also need to be clarified. The aim is to filter out a manageable number of measures with good impact.

High co-ordination requirements
The responsibility for the implementation of different measures will in most cases be spread across different departments of the responsible organisation (e.g. city administration) or even between different organisations. The political level is often involved in the discussion and approval of the proposed measures. Volunteers from the neighbourhood may also support the implementation. It is crucial to establish a structure for exchange and decisions between these stakeholders. One dedicated co-ordinator is needed to organise this process. This includes the high co-ordination requirements with external partners (e.g. public transport companies, higher level authorities). A round table that meets regularly can be helpful to guarantee exchange.

Ensure continuity in organisation that carries out measure implementation
The measure implementation may be a task of many years. Therefore it is important to ensure continuity of assigned staff to avoid delays.

Follow-up communication and expectation management
It is necessary to provide feedback to citizens on how the measure's implementation will look. It is good to include a few "quick win" measures, so that citizens see that things are really happening. To avoid frustration, it is also important to communicate which measures will be realised in the mid- to long run and which measures can not be carried out and why. Meetings, a flyer, or the internet, can be used as communication tools.

Evaluation arrangement
Include a manageable monitoring and evaluation procedure to learn about the impact of the project and to give feedback to involved stakeholders and citizens. An evaluation that shows the benefits of enhancing neighbourhood accessibility can deliver important arguments to strengthen this field with local decision makers. In London for example, three types of data collection are applied: pedestrian counts, observational data or attitudinal surveys depending on the type of scheme being implemented. To facilitate the monitoring work Transport for London commissioned the elaboration of guidelines, which can be used by the Boroughs and partnerships ("Measuring Pedestrian Activity", 2007).

Expand concept to other neighbourhoods
Based on the success of a first project it is possible to run similar schemes in other neighbourhoods. An equal treatment of all quarters in the long-run is desirable in order to avoid pockets of more and less accessible neighbourhoods.

Measures in Munich

In the Munich project, a range of measures has been implemented in the short term. This includes for example:

- parking management scheme for the neighbourhood;

- new local bus network and improvements in dynamic information and at some bus stops;

- establishment of new bicycle paths, new pedestrian bridge and traffic lights (or pedestrian friendly programming);

- better signage for cycle route network;

- opening-up of one-way streets for cyclists;

- more trees on the streets, better lighting, more benches, lower curbs to access sidewalks and many more smaller measures.

The citizens were informed with a flyer about further measures that will be implemented in the mid to long run and about measures that cannot be implemented.

London: Key Walking Route measures

A core measure of London's walking strategy is the introduction of Key Walking Routes. Transport for London provides suggestions for potential measures as shown in the figure below.
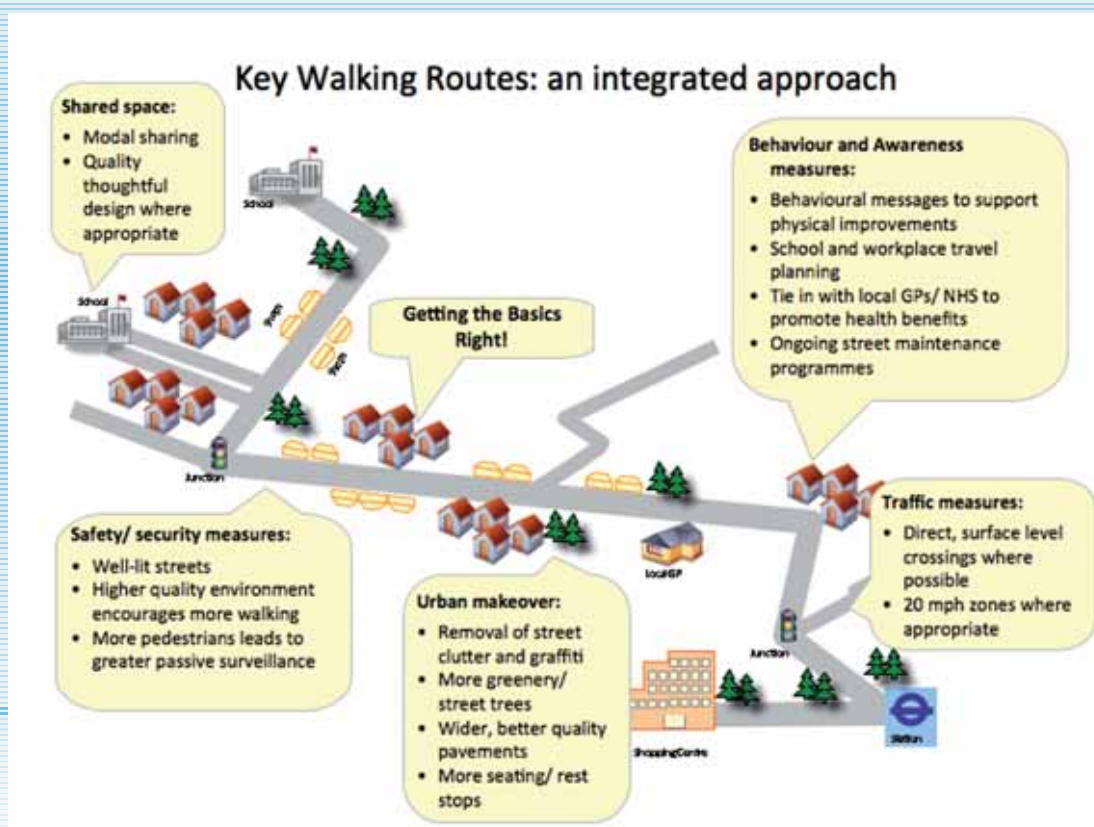
Suggestions for Key Walking Routes from TfL
Source: TfL, Best Practice for Local Walking Schemes, 2009

Further information & contacts

Further information

1. Example cities

Munich, Germany, "Stadtviertelkonzept Nahmobilität":
www.muenchen.de/buendnis-fuer-oekologie (German)
www.srl.de/dateien/dokumente/de/projektflyer.pdf (German)
www.niches-transport.org/index.php?id=230 (site visit report in English)

Bern, Switzerland, Implementation of "Begegnungszonen" (similar to home zones):
www.bern.ch/leben_in_bern/wohnen/wohnen/begegnung (German); www.begegnungszonen.ch (general website in German and French)

Zurich, Switzerland, public space/ walking and cycling: www.stadt-zuerich.ch/ted/de/index/taz/mobilitaet.html (German)

London, TfL website:
Projects and schemes; walking publications www.tfl.gov.uk/corporate/projectsandschemes/2895.aspx; www.tfl.gov.uk/businessandpartners/publications/1427.aspx; www.tfl.gov.uk/gettingaround/walking/default.aspx

Frankfurt, Germany, participatory approach, variety of measures (incl. establishment of "Begegnungszonen"):
www.frankfurt.de/sixcms/detail.php?id=2509340

Vienna, Austria, Gender mainstreaming approach: www.bestpractices.at/main.php?page=vienna/best_practices/gender/gm_pilot&lang=en

2. NAP sources

GUIDEMAPS Project
A project management and stakeholder engagement handbook, Volume 1: Concepts and Tools, Volume 2: Fact Sheets.

www.civitas.eu/docs1/GUIDEMAPSHandbook_web.pdf

AENEAS Project. Older people and mobility. Stakeholder Involvement Handbook (2009):
www.aeneas-project.eu/docs/AENEAS_StakeholderInvolvementHandbook.pdf

Nick Wates, The Community Planning Handbook; Earthscan Publications Ltd. (2000)
www.communityplanning.net

Pedestrian Environment Review System (PERS) www.tfl.gov.uk/assets/downloads/businessandpartners/what-is-PERS.pdf

Living Streets Community Street Audits (CSAs)
www.livingstreets.org.uk/our-services/community-street-audits/

The Pedestrians' Quality Needs Project (PQN): www.walkeurope.org

Walk21 Conference Series: www.walk21.com

Measuring walking project: www.measuring-walking.org

Contacts

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The mission of NICHES+ is:

to build on the success of the first NICHES project by stimulating a wide debate on innovative urban transport and mobility between relevant stakeholders from different sectors and disciplines across the EU and accession countries, in order to promote the most promising new urban transport concepts, initiatives and projects and transfer them from their current "niche" position to a mainstream urban transport application.

This publication is part of a series of 13 publications presenting the NICHES+ outcomes.

NICHES+ Champion Region Artois-Gohelle

Artois-Gohelle is a former mining area in northern France. The local transport authority Syndicat Mixte Transports (SMT) Artois-Gohelle is working on the uptake of the Neighbourhood Accessibility Planning concept.
A new tram line is currently in the planning phase. SMT aims at enhancing the accessibility to this new tram line in selected neighbourhoods. The focus will be on improving the accessibility in selected areas that surround important tram stops. Especially more vulnerable groups such as people with mobility impairments, children, older people and parents with prams shall benefit from a barrier free access to the new tram stops. NICHES+ is supporting the region with expert advice and methodological support to draft an implementation scenario for NAP.

NICHES+ Champion City Burgos

Burgos is a medium-sized city with 180,000 inhabitants, situated in north-western Spain. Its history dates back to the 10th century. Burgos offers a rich historic and cultural heritage and an active cultural life.
The City of Burgos is working within NICHES+ on Neighbourhood Accessibility Planning. The focus will be on an area in the city centre with steep inclinations and a high number of older citizens. The area has a lack of local amenities and easily accessible transport offers.

Photo on title page:

Kerstin Langer, KOMMA.PLAN

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